D 16/989-2

SOUTH

DALLAS - FT WORTH
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

NORTH

Lambert Conformal Conic Projection Standard Parallels 33°20′ and 38°40
Topographic data corrected to April 1989

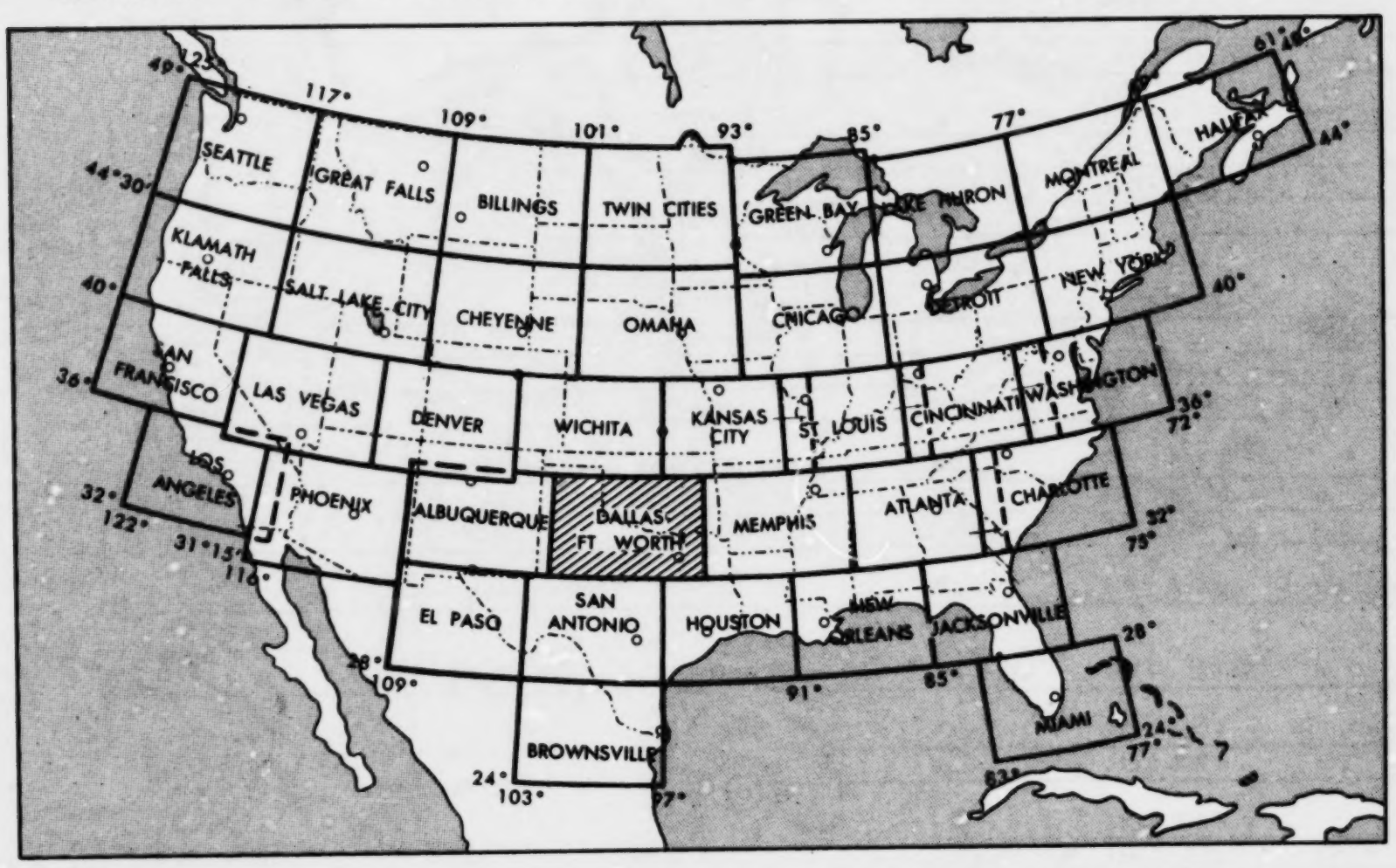
42ND EDITION *July 27, 1989*

Includes airspace amendments effective *July 27, 1989*
and all other aeronautical data received by June 1, 1989
Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of the next edition scheduled for *JANUARY 11, 1990*

PUBLISHED IN ACCORDANCE WITH INTER-AGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS. APPROVED BY:

DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION * DEPARTMENT OF COMMERCE



ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet ..... **12^{5}**

CONTOUR INTERVAL 500 *feet*

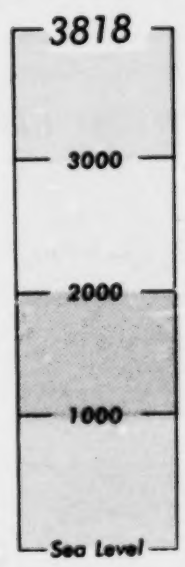
500

HIGHEST TERRAIN elevation is *3818 feet*
located at 34°52′N – 101°59′W

Critical elevation ---------- ●*4254*

Approximate elevation ---------- x*3200*

Doubtful locations are indicated by omission of the point locator (dot or "x")



MILITARY TRAINING ROUTES (MTRs)

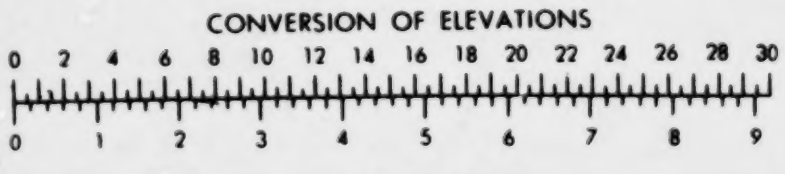
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

CONVERSION OF ELEVATIONS



Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/10:

D 16/989-2

DALLAS – FT WORTH

SOUTH — NORTH

LEGEND

AIRPORTS

AIRPORT DATA

ADDITIONAL AIRPORT INFORMATION

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

TOPOGRAPHICAL INFORMATION

OBSTRUCTIONS

MISCELLANEOUS

WEST — NORTH

DALLAS – FT WORTH
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33°20' and 36°40'
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Example 12,500 feet → 12⁵

CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 3818, feet located on 34°52'N – 101°56'W.

Critical elevation 4254

Approximate elevation 4200

Doubtful locations are indicated by the omission of the point locator (dot or "x").

MILITARY TRAINING ROUTES (MTR)

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National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/10:

VANCE 1A MOA

VANCE 1B MOA

WASHITA MOA

SHEPPARD 1 MOA

SHEPPARD 2 MOA

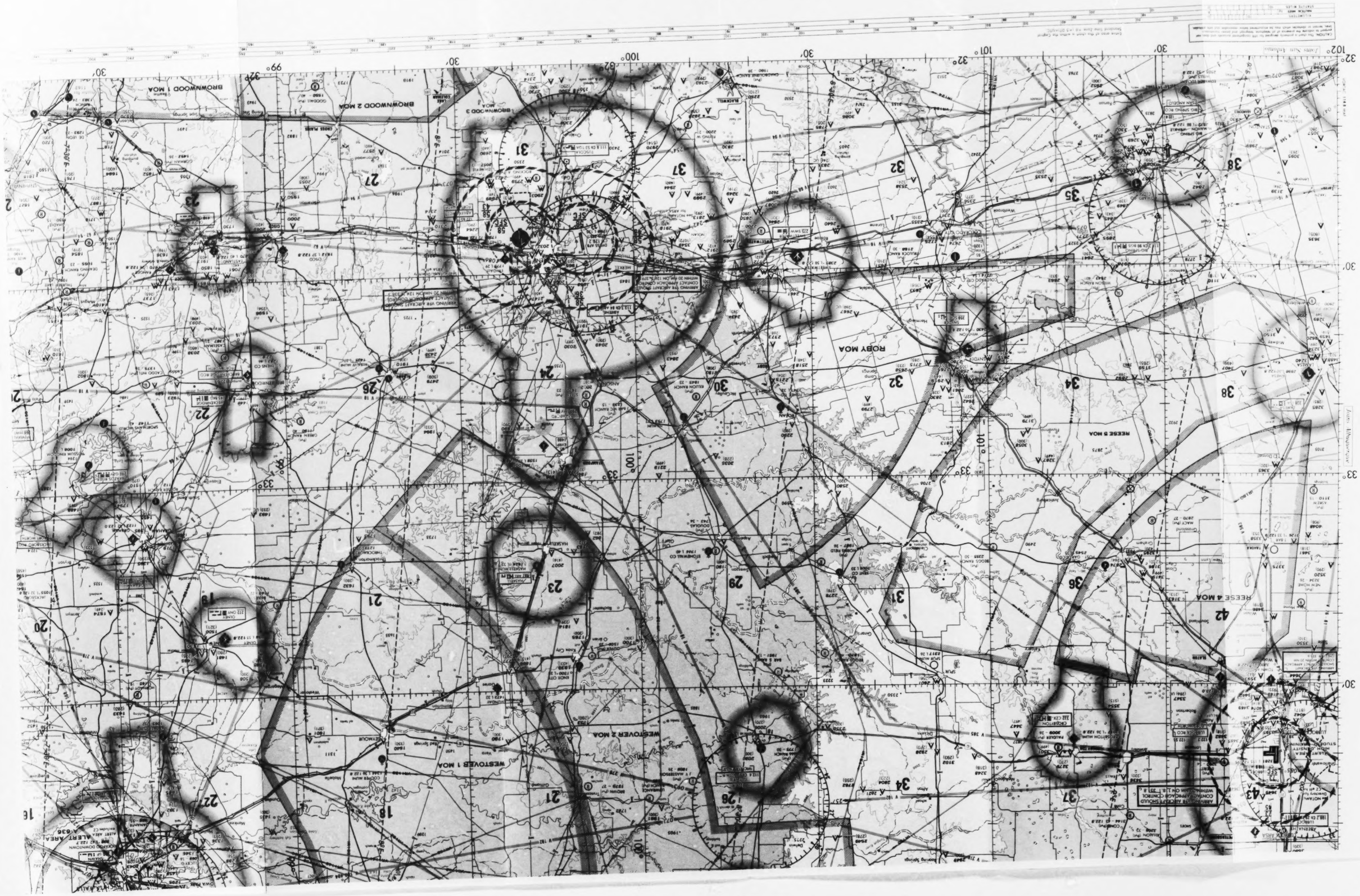
RIVERS MOA

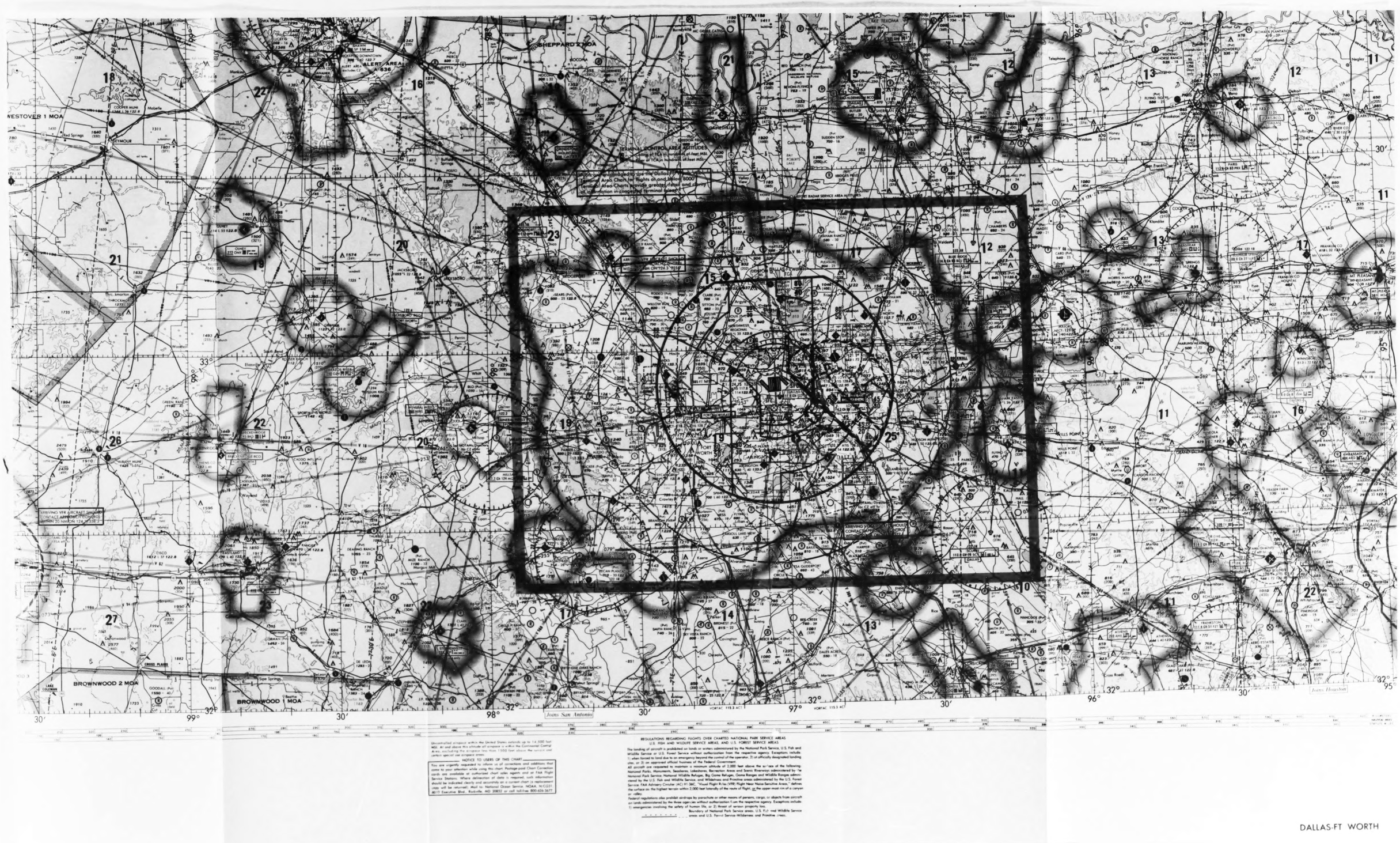
RESTRICTED R 5601E R 5601A

A-561 HIGH DENSITY STUDENT TRAINING

RAPIDLY RISING TERRAIN USE CAUTION DURING PERIODS OF LOW CEILING AND VISIBILITY

RAPIDLY RISING TERRAIN USE CAUTION DURING PERIODS OF LOW CEILING AND VISIBILITY


BROWNWOOD 1 MOA
BROWNWOOD 2 MOA
BROWNWOOD 3 MOA
ROBY MOA
WESTOVER 1 MOA
WESTOVER 2 MOA
RESSE 5 MOA
RESSE 4 MOA
99°
100°
101°
102°
32°
33°
30'



Uncontrolled airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area, excluding the airspace less than 1,500 feet above the surface and certain special use airspace areas.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-638-3677.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.